

HEROISM DISPLAYED ON GROUND LINED; S. O. S. MESSAGE AIDS

Minnehaha's Passengers At
Penzance on Way to Lon-
don, Following Wreck.

QUICK WIT SAVES HUNDREDS OF LIVES

Dense Fog Hampers Rescue Ves-
sels Steaming to Seal Rocks,
Off Scilly Islands.

LONDON, April 18.—All the passen-
gers of the liner Minnehaha, stranded
on the Seal Rocks in the dread Scilly
Islands shortly after midnight, were
rescued in darkness and a dense fog
this morning. They were taken to Pen-
zance from Bryher Island, where they
were landed. Arrangements were made
to rush them to London without delay.

Capt. Sydney Layland, commander of
the fleet of the Atlantic Transport line,
and the crew of the wrecked liner re-
mained aboard her after the passengers
had been landed.

When dawn came, the vessel lay with
a slight list to port, twelve feet of water
in her hold, near Bishop's Rock, one
at the most deadly spots on all the
coasts of the north Atlantic.

The sea, which raged when the steam-
er poked her nose aground in the fog,
had moderated by the time the passen-
gers were landed, and the wind had
also gone down. The heavy fog, how-
ever, over a large area, was unbroken
and rain came down steadily.

Courage Is Displayed.

The transfer of the passengers
through the treacherous water, where
the steamer grounded was accomplish-
ed with courage and daring on the part
of the men of the Minnehaha.

"Women and children first" was en-
forced to the letter. Details of the ac-
cident and the rescue came from Hugh
Town on the island of St. Mary's. With
the sea rising in great rolls of terrific
force, small boats were handled with
the greatest skill, and the passengers
were saved from the perilous water.

A touch of panic threatened to make
the accident a horror, but the officers and
crew, aided by a few men and several
women succeeded in calming the fright-
ened crowd.

Passengers Transferred.

Then began the work of transfer.
Rockets were obliterated by the fog,
and the strongest light abeam cast but
a feeble ray through the mist.

No sooner had the liner struck than
the wireless began flashing out the S.
O. S.—the call for aid. The message
was first answered by the Lizard signal
station. At 2 o'clock the news was at
Falmouth, and preparations for the
sending of assistance under way.

By daybreak, a score of vessels, in-
cluding two British warships, were on
their way to the Minnehaha's side. The
fog enveloping almost the entire coast
of England hampered the advance of
the relief ships, however.

The transfer of the passengers was
followed by efforts to save the live-
stock aboard the Minnehaha, 40 head
of cattle being landed at Sampson Is-
land, where the inhabitants gave every
possible aid. There was no way to
save the cattle save by making them
swim.

Vessel in Good Position.

While this work was going on ar-
rangements for the transfer of the pas-
sengers to Penzance on the Maryland
were going on. Seafaring men say the
Minnehaha lies in a good position, and
is not badly damaged. They declare she
can be floated as soon as lightened.

This work is proceeding rapidly under
direction of Captain Layland.

The Minnehaha, which belongs to a
line that runs steamers more for com-
fort than speed, left New York April
8. She is 690 feet long, has a 35-foot
beam, and a depth of 33.9. She was
built in Belfast in 1900 by Harland & Wolff.

She is schooner rigged, and has twin
screws with two four-cylinder quadruple
expansion engines and a nominal horse-
power of 1,227. Her tonnage is 12,400.

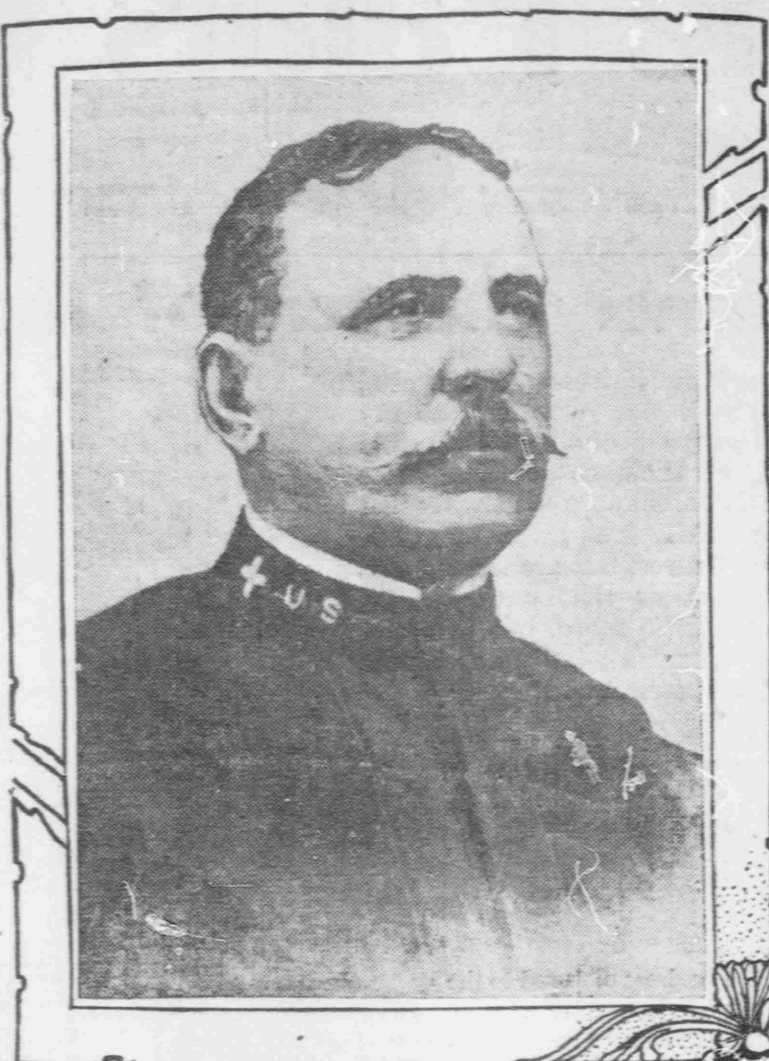
The Minnehaha has figured in several
accidents. Shortly after she was put in
commission she ran down the tugboat
Arenson in the harbor of New York
and two of the tug's crew were drowned.

October 20, 1906, the Minnehaha, while
in dense fog rammed the Cunarder Et-
ruria. On the westward trip which
brought the Minnehaha into New York
on September 14, 1908, fire in her bunkers
raged for three days, and was controlled
only when ninety tons of coal were jet-

ted on the fire.

Just a year ago yesterday the Minne-

COAST SURVEY EXPERT DEAD



CAPT. JOHN T. GOLDSBOROUGH,
First Engineer to Command a Vessel on a Survey Trip Around the World,
Who Succumbed to a Long Illness.

GEODETIC SURVEY LOSES AN OFFICER

John T. Goldsborough, for many years
prominent in the United States Geodetic
and Coast Survey, and the first engineer
to command a vessel on a survey trip
around the world, is dead at his home,
1200 C street northwest, following an ill-
ness of one year.

During his long illness Captain Golds-
borough and his family were the recipi-
ents of many messages of condolence
and wishes for speedy recovery from
the men with whom he had been as-
sociated at various times during his
long service, and prominent officials of
the service were frequent callers at his
home.

Funeral services will be held tomorrow
afternoon at 1 o'clock, at the home, the
Rev. Father Wonnberg, who nearly a
half century ago performed the mar-
riage ceremony for Mr. Goldsborough,
will officiate at the funeral.

The body will be taken to Baltimore
for burial.

Pallbearers have been selected from
among the members of the Marine En-
gineer Society. They are Capt. Frank
W. Perkins, assistant superintendent of
the Coast and Geodetic Survey, Capt.
John J. Gilbert, Inspector of hydro-
graphy and topography, George A. Ber-
ry, Dr. A. S. Helton, George Maye, and
Col. J. A. Straight.

A native of Baltimore, Mr. Goldsbor-
ough studied engineering and some of
the most noted men of the pro- fession
in that city and was engaged for several
years with the Geodetic Coast Survey,
department of Baltimore.

At the close of the war with Spain,
when a change was made in regard to
the service command of survey vessels
and the seniority was removed from the
naval service to that of the survey,
Mr. Goldsborough was placed in charge
of the Pathfinder, the first boat in that
department to circle the globe under
command other than that of the navy.

Mr. Goldsborough came to this city
six years ago, and resided here with
his wife until his death. Three chil-
dren, Mrs. John Glover, Samuel Golds-
borough, and Charles Goldsborough, all
of Baltimore, survive him.

But for some inexplicable reason the
negligent sardines have failed this year
to keep their regular date with the
sardine fleets.

THE OPEN season for sardines is on.
The canneries are ready. The packers
have their full quota of help. The mar-
ket is strong. The sardines were ex-
pected here Friday, because that date
usually brings them to the fishing
grounds.

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POSSES IN PURSUIT OF TRAIN BANDITS

Robbers Believed Near
Scene of China-Japan
Mail Hold-up.

BENICIA, Cal., April 18.—Armed
posses are still scouring the country
for the three masked robbers who held
up the China-Japan mail train, as
told in these dispatches to the Sunday
evening edition of The Times, of the
Southern Pacific, Saturday night, and
stole nine registered mail pouches. So
far no trace of them has been found,
but it is thought that they did not
get very far away.

After the masked men had climbed
over the tender and compelled the en-
gineer, with revolvers, to stop the
train, they forced the mail clerks to
throw out the registered mail sacks.
Members of the train crew opened
fire on the robbers, who seized the en-
gineer and fireman and held them in
front of them as shields.

The robbers finally managed to es-
cape, and, piloting the mail sacks into
the engine, cut it loose from the train
and ran it five miles away, where they
threw off the mail sacks, reversed the
engine, and jumped.

A girl telegraph operator at Solisun
saw the runaway and opened a
switch, sending the engine into a
ditch and averting a wreck.

MINISTER INTERVENES IN CHINESE TONG WAR

Sends Wu Chang, First Attache of Legation Here, to
Try to Conciliate the Battling Factions In
New York City.

Realizing the almost insuperable
difficulties in the way, and yet hopeful
of success, the Chinese minister here,
Chang Yin Tang, has sent a personal
representative to New York to endeavor
to stop the feud between the rival Chi-
nese tong which has left a trail of
blood and violence across this con-
tinent.

The man to whom this important mis-
sion has been confided is Wu Chang,
the first attache of the legation here.
He goes not only for the purpose of
attempting conciliation between the
warring factions, but to endeavor to
assist the authorities in running down
the men who recently killed five Chi-
nese men in New York and Philadelphia.

That the mission of Wu will require
courage, tact, and skill, and may even
be unsuccessful, is admitted by
Lu Ping Tien, interpreter of the lega-
tion. If the guilty men are caught
their punishment may be twofold. They
would first have to answer to the laws
of the United States, and then, Lu ex-
plained, the Chinese government might
recall the offenders to China for fur-
ther punishment.

To the suggestion that the aid of the
Chinese Benevolent Society might be en-
listed in restoring order among his coun-
trymen, Mr. Lu explained that inasmuch
as members of both tongs belonged to
that society a vote on the subject might
merely result in a test of the relative
strength of the rival organizations.

Of the five men killed three belonged
to the On Leong Tong, and two to the
Four Brothers. A deadly enmity has ex-
isted between these two organizations
for ages. The latter holds itself as the
more exclusive tong because only per-
sons of the same surnames as those of
the four clans are entitled to member-
ship. Any Chinaman, however, can be-
come a member of the On Leongs.

SHANGHAI, April 18.—The British
consul at Chang-Sha has taken up quar-
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about a mile from the town. The British
gunboat Thistle is at Yu-Chow, hav-
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CLUB EXPECTS MEET OF AVIATORS HERE

Decision Will Be Rendered
Tomorrow Night at New
York Meeting.

Tuesday evening, at the meeting of
the board of directors of the Aero Club
of America, to be held in New York,
it will be decided whether the Wash-
ington-Baltimore clubs will participate
in the international aviation meet and
whether the meet will be held at Col-
lege Park.

The meeting tomorrow night is sup-
posed to decide the time and place of
the meet, but according to some of the
local aviators there will be more delay
and no decision in the matter will be
reached on account of the stand-off at-
titude of the Wright brothers, who
practically control the situation.

As far as the local clubs are concern-
ed, however, Tuesday's meeting will de-
cide for them whether they will have
anything to do with the international
meet, as a resolution has been adopted
by the clubs that if the meeting tomor-
row night does not come to a definite
decision with regard to the time and
place of the meet and give guarantees
that at least ten foreign aviators will
enter the local clubs will withdraw their
offer and cease to have any interest in
the matter.

The local committee of the Wash-
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something will be done at the meeting,
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